



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

ANANTH PRASAD, P.E.
SECRETARY

August 25, 2014

TO: Prospective Bidders
RE: FPN: 256339-2-52-01; DCN: E7I46; SR 54 East of the Suncoast Parkway to
West of US 41, Pasco County; Low Bid Design-Build Contract Addendum
Number 8

Attached is a summary of changes made in Addendum Number 8 and the revised RFP. This revised RFP constitutes Addendum Number 8 to the above referenced project.

Approved by:

A handwritten signature in black ink, appearing to read "John D. Ellis", is written over a circular stamp or seal.

John D. Ellis
District Contracts Administrator

JDE\rko
Attachment

	assured, prior to the submission of the Proposal. All questions shall be submitted to the Pre-Bid Q&A website by 5:00 pm.
<u>7-23-14</u>	Final deadline for submission of requests for Design Exceptions or Design Variations
<u>7-30-14</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Proposal by 5:00 pm.
<u>8-14-14</u>	Technical Proposals and Price Proposals due in District Office by 2:30 p.m. local time
<u>8-14-14</u>	Public announcing of Price Proposals at 2:30 p.m. local time in the Executive Conference Room at 11201 N. McKinley Drive, Tampa, Fl. 33612
<u>8-27-14</u>	Public Meeting of Technical Review Committee to determine Responsiveness of Technical Proposals. 2:30 pm
<u>8-29-14</u>	Public Meeting of Selection Committee to determine intended Award at 10:00 am
<u>8-29-14</u>	Posting of the Department's intended decision to Award at 12 pm.
<u>9-12-14</u>	Anticipated Award Date
<u>9-26-14</u>	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

Proposers are required to be pre-qualified in all work types required for the Project. The Technical qualification requirements of Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the Project, must be satisfied.

B. Joint Venture Firm

Two or more firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, Florida Administrative Code. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Proposals.

If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the Proposal. The Proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical and construction portions of the Work.

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.



Florida Department of Transportation
District VII

**LOW BID
DESIGN-BUILD
REQUEST FOR PROPOSAL**

For

SR 54 from E of Suncoast Parkway to W of US 41 (SR 45),
Pasco County

Financial Projects Number(s): 256339-2-52-01

Federal Aid Project Number(s): N/A

Contract Number: E7I46

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ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

- Project Advertisement
- Design-Build Bid Blank (Form number 375-020-17)
- Design-Build or Proposal Bond (Form number 375-020-34)
- Design-Build Bid Proposal (Form number 700-010-65)
- Design-Build Proposal Of (Form number 375-020-12)
- Design Hydraulics Report FP ID 256339-1-52-01 (2 documents – March 1999)
- Final Preliminary Engineering Report (June 2009)
- Final State Environmental Impact Report (SEIR) (June 2009)
- Highway Beautification Policy (May 2013)
- Offset Left Turn Lanes and Retro-reflective Signal Head Backplates - Department email
- Right of Way Monumentation Maps (September 2008)
- Right of Way Maps
- SWFWMD Individual Permit 4316251.00 for FP ID 256339-1(June 1999)
- SWFWMD ERP General Permit 44016251.011 for FPN 421140-7 (May 2009)
- SWFWMD ERP General Permit Letter Mod. 44016251.012 for FPN 426133-1 (May 2009)
- SWFWMD ERP General Permit 44016251.013 for FPN 426379-1 (October 2009)
- Warrant Study for Meadowbrook Drive (Oct 2013)
- WP Crash Data Summary Report (Feb 2013)
- Sidewalk Location Justification Matrix Memo and Matrix
- Division I Design-Build Specifications
- Division II Specifications
 - SP1090000 Engineer's Field Office
- Geotechnical Services Requirements/Specifications
 - Contractor Quality Control General Requirements (SP1050813DB)
 - Structures Foundations (SP4550000DB)
- Value Added Specifications
 - Section 725, Value Added Highway Lighting System
 - Section 992, Highway Lighting Materials – LED
- Approved Flexible Pavement Design
- Approved Typical Section Package
- E7I46 Info for Bid Documents (July 18, 2014)

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

Advanced Utility Coordination Documentation
Potential Conflict/Coordination - Duke
Utility Easement Subordinations – Duke
Utility Easement Subordinations - Tampa Bay Water
Duke Energy Estimate Email (April 2014)
Utility RFP development for FPN 256399-2
FGT – No Involvement Email (Aug 2013)
WREC - No Involvement Email (Feb 2014)
42in Potable WM Crossing SR54 As-Built Survey (July 24, 2014)
Business of Beautification (Bold Initiative)
CADD and Geopak Support Files (421140-7, 426133-1, and 426379-1)
ICPR Files (421140-7 and 426379-1)
421140-7 Access Management Notes
421140-7 Approved AMRC Median Opening (Sept 2008)
421140-7 Long Lake Ranch Concept Plans
421140-7 Long Lake Ranch Spreadsheet
421140-7 Approved Design Criteria Report (Nov 2007)
421140-7 Approved Pavement Design Package (Feb 2008)
421140-7 Approved Typical Section Package (Nov 2007)
421140-7 Design Directives (Feb 2007)
421140-7 Lane Closure Calculations (Oct 2008)
421140-7 Drainage Design Documentation ((Jan 2009)
421140-7 Letter of Understanding (May 2007)
421140-7 Lighting Analysis Report (Sept 2008)
421140-7 Lighting Calculations (Oct 2008)
421140-7 Pavement Type Selection Technical Memo (Sept 2007)
421140-7 Roadway Soil Survey (July 2007)
421140-7 Superelevation Calculations (Sept 2007)
As-built Plans FP ID 256339-1-52-01
Conceptual Signalization Plan at Meadowbrook Drive (Oct 2013)
Final Design Plans: FP ID 254677-1-52-90 SR 54 DBPBII, Task 2, Project 5, Pasco
County
Final Design Plans: FP ID 421140-7-52-01 SR 54 from W of Suncoast Parkway to W of
SR 45 (US 41)
Final Design Plans: FP ID 426133-1-58-01 SR 54 at Ballantrae Boulevard
Final Design Plans: FP ID 426379-1-58-01 SR 54 from E of Crossings Boulevard to W
of Meadowbrook Drive
Final Design Plans: SR 54 Improvements (Sunlake Boulevard), Pasco County
GPR-MPSV Data (Feb 2014)
Straight Line Diagrams
Utility Work Agreement – Duke (Transmission)
Utility Work Agreement – Duke (Distribution)
Utility Work Agreement – Tampa Bay Water
Flood Data Inventory
Final Opinion of Probable Cost with backup
Conditionally Approved; Shoulder Width Design Variation (July 29, 2014)
Conditionally Approved; Front Slope Design Variation (July 29, 2014)
Conditionally Approved; Back Slope Design Variation (July 29, 2014)

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive Bids and Proposals from Proposers for the design and reconstruction of SR 54 from E of Suncoast Parkway (MP 3.860) to W of US41 (SR 45) (MP 7.936) from a four lane divided facility to a six lane divided urban principal arterial in Pasco County. Improvements will include roadway, drainage, walls, miscellaneous structures, signing & pavement marking, signalization, lighting, landscape opportunities, geotechnical, and subsurface utility engineering. Other associated efforts will include public involvement, utility coordination and environmental permitting.

SR 54 is currently a rural Principal Arterial that serves east-west travel in southern Pasco County and connects with north-south regional roadways including US 19, Suncoast Parkway, US 41 and I-75. Within the project limits, SR 54 has a 60 mph design speed between Meadowbrook Drive and Sofia Drive (STA 1769+80 to STA 1973+50) with a 55 mph design speed for transitioning sections on the east and west ends. SR 54 is designated Access Management Classification 5 (“Restrictive”) and is a designated hurricane evacuation route. Median opening locations, driveway connection spacing and turn lane storage lengths have been established during the conceptual design and must be maintained in the Design-Build process.

For this Project, the Department considers the following to be requirements of the Project that are not to be changed by the Design-Build Firms:

- SEIR commitments,
- Median width,
- Access management and property access requirements,
- Offset left turn lanes at Meadowbrook Drive and Oakstead Boulevard,
- Project limits, except as specifically modified by the RFP and associated addenda.

The Department has established the following project goals (presented in order of precedence):

1. Add capacity, safety and mobility to the corridor within the limits described
2. Minimize the inconvenience to the travelling public
3. Meet all project commitments

The Design-Build Firm shall include a Landscape Architect duly authorized to practice Landscape Architecture in the State of Florida consistent with State Statute 481 part II. The Design-Build Firm’s Landscape Architect (DBLA) shall review and identify future unencumbered landscape areas for this Project. This Project shall reserve landscape opportunities and implement the FDOT Highway Beautification Policy. Landscape construction will be performed by others and not included with this Project. Areas shall be identified in the Design-Build Firm’s Proposal Plans as “future landscape areas to be constructed by others”. Coordination will be required by the Design-Build Firm and the District Landscape Architect. Coordination between Design-Build Firm’s Landscape Architect, the District Landscape Architect and Engineer will be required during the Design-Build plans development process to ensure landscape opportunities are accommodated within the project limits. The DBLA shall be included in the project kick-off meeting and subsequent progress meetings.

In addition to the above-stated requirements, it is the Department’s intent that all Project construction activities be conducted utilizing the existing horizontal alignment within the existing right-of-way. The Design-Build Firm may NOT submit a Technical Proposal that requires the acquisition of additional right-of-way.

Description of Work

The proposed construction shall involve widening from four lanes to six lanes throughout the project limits. The existing pavement and shoulder adjacent to the widening shall be milled and resurfaced. A five foot sidewalk shall be constructed at the back of right of way (sidewalk can meander though, keeping in mind utility adjustments/relocations should be avoided or minimized to the greatest extent practicable while remaining within FDOT criteria) in lieu of the extended six foot shoulder for pedestrians shown in the Final Design Plans and the Final SEIR. Provide advance street name signs for Meadowbrook Drive, Oakstead Boulevard and US 41/Land O' Lakes Boulevard along SR 54. The existing traffic signals shall be modified at Ballantrae Boulevard and Sunlake Boulevard. A new signal shall be provided at Meadowbrook Drive. Existing traffic signals at Fire Station Number 37 and Oakstead Boulevard shall be reconstructed with box span signal structures. Signal interconnect shall be provided from west of Meadowbrook Drive, to US 41 signal with 4" HDPE outer duct, three 1" HDPE inner ducts and 48 count single-mode fiber optic cable connecting signals from Ballantrae Boulevard to US 41 along SR 54. LED lighting shall be provided throughout the project limits. The typical section shall consist of six twelve foot travel lanes divided, grassed median with shoulders inside, paved shoulders outside with bike lanes, ditch and sidewalks. Final Design Plans from FP ID 421140-7-52-01 provide a concept for the project design.

It is the intent to always preserve existing vegetation including trees and palms that do not conflict with proposed improvements. Tree and palm protection shall comply with FDOT Standard Index 544. Within the Project limits and within the Project right of way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) and as identified in the Landscape Opportunity Plan.

The project length is 4.076 miles.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, subsurface utility engineering, design, preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Proposal. The Design-Build Firm shall coordinate all utility relocations.

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study (a State Environmental Impact Report (SEIR)) and the submittal of a Construction Reevaluation for the approved SEIR. The Reevaluation shall be based on the requirements contained in Chapter 13, Part 1 of the Department's PD&E Manual.

The Design-Build Firm will not be compensated for any additional costs or time associated with receiving Department approval of the Reevaluation resulting from any proposed design changes developed by the Design-Build Firm.

The Design-Build Firm shall examine the Contract Documents and the site of the proposed work carefully before submitting a Proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions

discovered during the design or construction phase of the Project will be given to the Department's Project Manager.

The Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination as described in this provision.

The Design-Build Firm shall demonstrate good Project management practices while working on this Project. These include communication with the Department and others as necessary, management of time and resources, and documentation.

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services, environmental oversight, and quality acceptance reviews of all work associated with the development and preparation of the contract plans, permits, and construction of the improvements. The Department will provide Project specific information and/or functions as outlined in this document.

In accordance with 23 CFR 636.109 of the FHWA, in a Federal Aid project, the Department shall have oversight, review, and approval authority of the permitting process.

The Department will approve the SEIR Reevaluation.

The Department will be responsible for paying the Utility Agency/Owners (UAO) for reimbursable relocation costs.

II. Schedule of Events.

Below is the current schedule of the remaining events that will take place in the selection process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
6-10-14	Advertisement
<u>6-13-14</u>	Deadline for submission of written questions prior to the Mandatory Pre-Proposal meeting.
<u>6-16-14</u>	Deadline to post responses to Pre-Bid Q&A website prior to the Mandatory Pre-Proposal meeting.
<u>6-17-14</u>	Mandatory Pre-Proposal meeting at 1:30 pm. local time in the Executive Conference Room at 11201 N. McKinley Drive, Tampa, Fl. 33612
<u>6-18-14</u>	Individual Firms meeting at 1:00 pm local time with Utility Agency/Owners affected by the project in the Pelican Conference Room at 11201 N. McKinley Drive, Tampa, Fl. 33612.
<u>7-23-14</u>	Deadline for submittal of questions, for which a response is

	assured, prior to the submission of the Proposal. All questions shall be submitted to the Pre-Bid Q&A website by 5:00 pm.
<u>7-23-14</u>	Final deadline for submission of requests for Design Exceptions or Design Variations
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If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the Proposal. The Proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical and construction portions of the Work.

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D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any Proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting proposals, Design Exceptions, Design Variations, and other relevant issues. In the event that any discussions at the mandatory pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the mandatory pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight Projects, in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website:

<https://www3.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>.

During and after the meeting, it is the responsibility of the Project Manager/Contracting Unit to ensure that each Proposer develops their technical proposal with the same information. If a Proposer receives information from the Department relating to the Project, the Department will ensure that all Proposers receive the same information in a timely fashion. The Project file will clearly document all communications with any Firm regarding the design and construction criteria by the Contracting Unit or the Project Manager.

E. Question and Answer

The Design-Build Firm shall submit questions to the Departments Q&A website in accordance with section 2-4 of the Division I Design-Build Specifications.

F. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the posting of this Request for Proposals. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, Florida Administrative Code, any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within ten days after the filing of the notice of protest. The formal written protest shall be filed within ten days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

Clerk of Agency Proceedings
Department of Transportation
605 Suwannee Street, MS 58
Tallahassee, Florida 32399-0458

Failure to file a notice of protest or formal written protest within the time prescribed in section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120 Florida Statutes.

G. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A Proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional Proposals, incomplete Proposals, indefinite or ambiguous Proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of Proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one Proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design-Build Projects are those Proposals wherein the same Engineer is identified in more than one Proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.

The Department will not give consideration to tentative or qualified commitments in the proposals. For example, the Department will not give consideration to phrases as “we may” or “we are considering” in the evaluation process for the reason that they do not indicate a firm commitment.

Proposals will also be rejected if not delivered or received on or before the date and time specified as the due date for submission.

H. Waiver of Irregularities

The Department may waive minor informalities or irregularities in Proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Department's interest and will not affect the Price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a Proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria.
3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the Price Bid, regardless that the Proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.

6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

I. Modification or Withdrawal of Proposal

Proposers may modify or withdraw previously submitted Proposals at any time prior to the Proposal due date. Requests for modification or withdrawal of a submitted Proposal shall be in writing and shall be signed in the same manner as the Proposal. Upon receipt and acceptance of such a request, the entire Proposal will be returned to the Proposer and not considered unless resubmitted by the due date and time. Proposers may also send a change in sealed envelope to be opened at the same time as the Proposal provided the change is submitted prior to the Proposal due date.

J. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated.

K. Design-Build Contract

The Department will enter into a Lump Sum contract with the successful Design-Build Firm. In accordance with Section V, the Design-Build Firm will provide a schedule of values to the Department for their approval. The total of the Schedule of Values will be the lump sum contract amount.

The terms and conditions of this contract are fixed Price and fixed time. The Design-Build Firm's submitted Bid (time and cost) is to be a lump sum Bid for completing the scope of work detailed in the Request for Proposal.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall eight and six tenths percent (8.6%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.6% of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the 8.6% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can realistically be achieved on this Project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the 8.6% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design-Build Firms to actively pursue obtaining bids and quotes from

Certified DBE's.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Department's Equal Opportunity Compliance (EOC) system.

B. DBE Supportive Services Providers:

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design-Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the Project. The successful Design-Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this Project. The current Provider for the State of Florida is serviced by Blackmon Roberts Group and can be reached at (863) 802-1280 in Lakeland or (305) 777-0231 in Coral Gables.

C. Bidders Opportunity List:

The Federal DBE Program requires States to maintain a database of all Firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all Firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted Projects, including both DBE's and Non-DBE's.

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the [Equal Opportunity Office Website](#). This information should be returned to the Equal Opportunity Office within three days of submission.

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards and Revised Index Drawings. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Revised Index Drawings in effect at the time the bid price proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
3. Florida Department of Transportation Standard Specifications for Road and Bridge

- Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.dot.state.fl.us/specificationoffice/Default.shtm>
4. Florida Department of Transportation Surveying Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
 5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm
 6. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/Hydraulics/ManualsandHandbooks.shtm>
 7. Florida Department of Transportation Soils and Foundations Handbook
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
 8. Florida Department of Transportation Structures Manual
<http://www.dot.state.fl.us/structures/DocsandPubs.shtm>
 9. Florida Department of Transportation Current Structures Design Bulletins
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
 10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>
 11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
 12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
 13. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
 14. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
 15. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
 16. Safe Mobility For Life Program Policy Statement
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
 17. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
 18. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>
 19. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
 20. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure

- <http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
21. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm>
 22. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/specificationoffice/utilities/UAM.shtm>
 23. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
 24. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 25. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 26. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 27. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
 28. Florida Department of Transportation Traffic Engineering Manual
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
 29. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
 30. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
 31. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
 32. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
 33. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
 34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
 35. Florida Department of Transportation Driveway Information Guide
<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/driveway2008.pdf>
 36. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/Pages/default.aspx>
 37. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, etc.

C. Geotechnical Services:

1. General Conditions:

The Design-Build Firm shall be responsible for identifying and performing any geotechnical investigation, analysis and design of foundations, foundation construction, foundation load and integrity testing, and inspection dictated by the Project needs in accordance with Department guidelines, procedures and specifications. All geotechnical work necessary shall be performed in accordance with the Governing Regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

D. Department Commitments:

The Design-Build Firm will be responsible for adhering to the project commitments identified below:

- Design-Build Firm shall minimize the impacts of this project on local residents and business owners.
- Design-Build Firm shall optimize the effectiveness of the improvements.
- All construction activities shall adhere to the latest edition of the FDOT Standard Specifications for Road and Bridge Construction.
- Clearing and grubbing shall be minimized.
- Provide the ability to implement the "Bold" landscaping initiative in a future landscaping project.

E. Environmental Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapters 373 and 403 (F.S.) and Chapters 40 and 62 (F.A.C.).

2. Permits:

The Design-Build Firm shall be responsible for the preparation of all documentation related to the acquisition of all permits not acquired by the Department and preparation of any and all documentation required to modify permits acquired by the Department as necessary to accurately depict the final design. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the agencies.

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions.

Wetland mitigation was required and completed by the Department in 1999 under USACE permit SAJ-1995-4576 (IP) and SWFWMD Permit 4316251.000, subsequently modified under 44016251.011 authorized on May 15, 2009. Notwithstanding, the linear wet ponds and wet ditches authorized by SWFWMD to provide water quality treatment and attenuation are now Waters of the United States and as such, being located within 15 miles of Wood Stork nesting colonies, are suitable foraging habitat (SFH) for the federally listed Wood Stork. Any permitting completed by the Design-Build Firm that impacts these features and that does not equally offset impacts within the project limits, may require suitable mitigation. The Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland or surface water impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The mitigation costs of any additional impacts proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm.

The Design-Build Firm shall be solely responsible for all costs associated with these permitting activities and shall include all necessary permitting activities in their schedule.

However, notwithstanding anything above to the contrary, upon the Design-Build Firm's preliminary request for extension of Contract Time, pursuant to 8-7.3, being made directly to the District Construction Engineer, the Department reserves unto the District Construction Engineer, in their sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design-Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the District Construction Engineer unless the Design-Build Firm clearly establishes that it has continuously from the beginning of the Project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to

overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

F. Railroad Coordination: N/A

G. Survey:

The Design-Build Firm shall perform all surveying and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code. Upon completion of the project, all field survey data will be furnished to the District Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S. This survey also must comply with Chapter 177, F.S.

H. Verification of Existing Conditions:

The Design-Build Firm shall be responsible for verification of existing conditions, including research of all existing Department records and other information.

By execution of the contract, the Design-Build Firm specifically acknowledges and agrees that the Design-Build Firm is contracting and being compensated for performing adequate investigations of existing site conditions sufficient to support the design developed by the Design-Build Firm and that any information is being provided merely to assist the Design-Build Firm in completing adequate site investigations. Notwithstanding any other provision in the contract documents to the contrary, no additional compensation will be paid in the event of any inaccuracies in the preliminary information.

I. Submittals:

1. Plans:

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. The particular phase of each submittal shall be clearly indicated on the cover sheet. Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review. Prior to providing the Department with any submittals, the Design-Build Firm is required to perform a quality check of the submittal. If the submittal is incomplete or contains substantial errors, then the Department will reject the submittal.

The Design-Build Firm shall provide copies of required review documents as listed below.

90% Component Plans

Two (2) hard copies of 11" X 17" and three (3) CD/DVD's of roadway plans and other component plans

Two (2) copies of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period

Two (2) hard copies and three (3) CD/DVD's of Final Geotechnical Report

Two (2) hard copies and three (3) CD/DVD's of all documentation

One (1) hard copy and three (3) CD/DVD's of Technical Special Provisions
Two (2) hard copies and three (3) CD/DVD's of the Landscape Opportunity Plans
Three (3) CD/DVD's containing the CADD and Geopak support files
One (1) Mark-up on Constructability Review of all the plans

Independent Peer reviewer's comments and comment responses

Final Component Plans

Two (2) hard copies of 11" X 17" and three (3) CD/DVD's of roadway plans and other component plans
Two (2) copies of Settlement and Vibration Monitoring Plan (SVMP)
Two (2) hard copies and three (3) CD/DVD's of the Landscape Opportunity Plans
Two (2) hard copies and three (3) CD/DVD's sets of final documentation
One (1) signed and sealed copy and one (1) CD/DVD's of Specifications Package
One (1) hard copy and two (2) CD/DVD's 2 sets of with electronic copies of Technical Special Provisions
CD(s)/DVD(s) containing all Final Component Plans noted above in PDF format
Three (3) CD/DVD's containing the CADD and Geopak support files

Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.

Construction Set:

1 set of 11"X 17" copies of the signed and sealed plans for the Department to stamp "Released for construction"

Final signed and sealed plans will be delivered to the Department's Project Manager prior to construction of any component. The Department's Project Manager will send a copy of final signed and sealed plans to the appropriate office for review and comment. Once all comments have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp each submittal as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Project Manager are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk. To work at risk, the Design-Build Firm must submit signed and sealed plans and can begin working prior to the Department's Project Manager providing stamped "Release for Construction" plans. The Design-Build Firm shall notify the Department five (5) days prior to starting work at risk. All work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

As-built Set:

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (sign, seal, and certify) the As-Built Plans, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

The Design-Build Firm shall complete the As-Built Plans as the Project is being constructed. All changes made subsequent to the "Released for Construction" Plans shall be signed/sealed by the EOR. The As-

Built Plans shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The As-Built Plans shall be submitted prior to Project completion for Department review and acceptance as a condition precedent to the Departments issuance of Final Acceptance.

The Department shall review, certify, and accept the As-Built Plans prior to issuing Final Acceptance of the project in order to complete the As-Built Plans.

The Department shall certify the As-Built Plans per Chapter 5.12 of the Construction Project Administration Manual (TOPIC No. 700-000-000).

The Design-Build Firm shall furnish to the Department, upon Project completion, the following:

- One (1) set of 11" X 17" signed and sealed plans
- Two (2) sets of 11 "X 17" copies of the signed and sealed plans
- Two (2) sets of the Landscape Opportunity Plans
- Two (2) sets of final documentation (if different from final component submittal)
- Two (2) Final Project CD(s)/DVD(s)
- Survey Information including electronic files on CD/DVD and field books

2. Milestones:

Component submittals, in addition to the plan submittals listed in the previous section will be required. In addition to various submittals mentioned throughout this document the following milestone submittals will be required.

- 90% Design Submittal
- 90% Plan Review
- Final Design Submittal
- Final Plan Review
- Project Specifications
- Shop Drawings
- Shop Drawing Review
- Design Approval for Construction
- Material Acquisition
- As-Built Plans/Record Drawings

3. Railroad Coordination: N/A

J. Contract Duration:

The Department has established a Contract Duration of 450 calendar days for the subject Project.

K. Project Schedule:

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm's Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals.

The Department will perform the review of Foundation Construction submittals in accordance with Section 455.

The following Special Events have been identified in accordance with Specification 8-6.4:

- N/A

The minimum number of activities included in the Schedule shall be those listed in the Schedule of Values and those listed below:

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization Design
- Signalization Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Utility Coordination
- Subsurface Utility Engineering (SUE)
- Landscape Opportunity Plans
- Final As-built Plans
- Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the Technical Proposal by the Design-Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design-Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Florida Statute Chapter 455.

M. Meetings and Progress Reporting:

The Design-Build Firm shall anticipate periodic meetings with Department personnel and other agencies as required for resolution of design and/or construction issues. These meetings may include:

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings
- System Integration Meetings

During design, the Design-Build Firm shall meet with the Department's Project Manager on a monthly basis and provide a one month look ahead of the activities to be completed during the upcoming month.

During construction, the Design-Build Firm shall meet with the Department's Project Manager on a weekly basis and provide a one-week look ahead for activities to be performed during the coming week.

The Design-Build Firm shall meet with the Department's Project Manager at least thirty (30) calendar days before beginning system integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's ITS and signalization integration plans by reviewing site survey information, proposed splicing diagrams, IP addressing schemes, troubleshooting issues, and other design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

The Design-Build Firm shall provide all documentation required to support system integration meetings, including detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the documentation to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; ITS/communications; equipment; termination/patch panels; performance criteria; and details relating to interfaces to other ITS subsystems.

System Integration Meetings will be held on mutually agreeable dates.

All action items resulting from the System Integration Meeting shall be satisfactorily addressed by the Design-Build Firm and reviewed and approved by the Department.

The Design-Build Firm shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task.

N. Public Involvement:

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. A Public Involvement Consultant (PIC) will not be hired by the Department for this project. The Design-Build Firm shall be responsible for the execution of the Public Involvement effort described in this Section. The Design-Build Firm shall coordinate all Public Involvement activities with the Department.

2. Community Awareness:

The Design-Build Firm shall prepare for Department review and approval, a Community Awareness Program for the project, which shall be implemented during project construction and shall include the following as a minimum:

Fact Sheet (internal use only): A fact sheet will be created, forwarded to District Public Information Office and posted on the District Construction SharePoint site.

☒ YES ☐ NO - Explain: _____

Project Brochure (public distribution): An informational brochure will be created for this project and posted on District Construction SharePoint site. If the project is an interstate project a copy will also be posted to the mytbi interstate website.

☒ YES ☐ Not Applicable

Elected Officials Design Phase Submittal Notification:

An email notification will be sent from the District Secretary to local elected officials at each phase review. ☒ YES ☐ NO - Explain: _____

Maintenance of Access Plan (business & residential): - Access to the State Highway System will be maintained.

Blue business specific signs will be used for all driveways affected during construction.

☒ YES ☐ NO - Explain: _____

Local events will be considered when implementing the MOT plan.

This Project Is Located Near:

Raymond James Stadium	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	Ybor City	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Tropicana Field	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	Plant City	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Downtown Tampa	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	Gulf Blvd. in Pinellas County	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Downtown St. Petersburg	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	Florida State Fairgrounds	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO

If YES to any of the above implement Special Event Matrix.

Detour will be needed. ☒ NO ☐ YES If YES please provide details: _____

Median Modification:

A Virtual Public Hearing will be held for all new medians or changes to existing medians that affect current turning movements at least 180 days prior to final design. All affected property owners and tenants will be notified. Graphics including aerial overlays will be created and included in the notification. These graphics will also be used during the public hearing. ☐ YES

The team will be responsible for notification of the public in accordance with the District 7 Community Awareness Guidelines. District 7 public meeting notification schedule will be followed for the open house.

Construction Open House Meetings will be held prior to construction activities beginning.

☒ Yes

Roll Plot w/Design Overlay:

A roll plot with design overlay will be created and used at the open house. ☒ YES ☐ NO

Frequently Asked Questions Handout:

A frequently asked questions handout will be created and used at the open house. ☒ YES ☐ NO

Driveway Letters:

Driveway letters will be sent to each property owner if changes are planned. (Certified)

☒ YES ☐ NO - Explain: _____

Encroachment Letters:

If appropriate encroachment letters will be sent prior to construction. ☒ YES ☐ NO

3. Public Meetings:

The Design-Build Firm shall provide all support necessary for various public meetings, which may include:

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

The Design-Build Firm shall include attendance at two meetings per month for the term of the contract to support the public involvement program.

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, and shall produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes workshops, information meetings, and public hearings.

The Design-Build Firm shall attend the meetings with an appropriate number of personnel. The Design-Build Firm shall inform the Department of any meetings with individuals that occur without prior notice.

4. Public Workshops, Information Meetings:

The Design-Build Firm shall provide all the support services listed in No. 3 above. All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the Design-Build Firm.

The Department will be responsible for the legal/display advertisements for design concept acceptance. The Department will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

5. Public Involvement Data:

The Design-Build Firm is responsible for the following:

- Identifying possible permit and review agencies and providing names and contact information for these agencies to the Department.
- Providing required expertise (staff members) to assist the Department on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments and other agencies.

The collection of public input occurs throughout the life of the Project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the Department for their use and records.

In addition to collecting public input data, the Design-Build Firm may be asked by the Department to prepare responses to any public inquiries as a result of the public involvement process. The Department shall review all responses prior to mailing.

O. Quality Management Plan (QMP):

1. Design:

The Design-Build Firm shall be responsible for the professional quality, Technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical and other services furnished by the Design-Build Firm under this contract.

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design-Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design-Build Firm, as part of their normal operation or it may be one specifically designed for this Project. The Design-Build Firm shall submit a QMP within fifteen (15) working days following issuance of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

The Design-Build Firm shall, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications and/or other services.

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved.

2. Construction:

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key construction processes and materials.

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the "Access Instruction for LIMS" for more information on how to gain access to the Department's databases: <http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtml>

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) in accordance with Section 105 of Standard Specifications.

The Department shall maintain its rights to inspect construction activities and request any documentation from the Design-Build Firm to ensure quality products and services are being provided in accordance with the Department's Materials Acceptance Program.

P. Liaison Office:

The Department and the Design-Build Firm will designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the Project.

Q. Engineers Field Office:

The Design-Build Firm will provide an Engineers Field Office in accordance with Special Provision 109. The Design-Build Firm will provide one 1,500 square foot field office.

R. Schedule of Values:

The Design-Build Firm will be responsible for invoicing the Department based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major, well-defined tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the CPAM. The Design-Build Firm must submit the schedule of values to the Department for approval. No invoices shall be submitted prior to Department approval of the schedule of values.

Upon receipt of the invoice, the Department's Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

S. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department of Transportation policies and procedures. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are available for the MicroStation V8 format in the FDOT CADD Software Suite. However, it is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / Micro station format, as described in the above referenced document.

The archived submittal shall also include either a TIMS database file, CADD Index file (generated from RDMENU) or documentation that shall contain the Project history, file descriptions of all (and only) Project files, reference file cross references, and plotting criteria a (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

T. Construction Engineering and Inspection:

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering.

The Design-Build Firm is subject to the Department's Independent Assurance (IA) Procedures.

U. Testing:

The Department or its representative will perform verification and resolution sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

V. Value Added:

The Design-Build Firm may provide Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:

- Roadway features
- Roadway drainage systems,
- Substructure
- Structure drainage systems
- Paint systems
- Concrete defects

- Structural steel defects
- And any other products or features the Design-Build Firm desires.

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's Technical Proposal for features proposed by the Design-Build Firm.

W. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating construction activities with other construction Projects that are impacted by or impact this Project. This includes Projects under the jurisdiction of local governments, the Department, or other regional and state agencies. The Design-Build Firm shall be required to coordinate with project FPID 419182-2-52-01, SR45 (US41) at SR54 from West of Wilson Road/SR 54 Interchange to East of Osprey Lane/SR54.

X. Design Issue Escalation:

The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays), to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar issue escalation process for their organization with personnel of similar levels of responsibility.

The District Secretary will have the final authority on design decisions.

Y. Construction Clarification, Conflict Resolution, and Issue Escalation:

In the event that construction problems occur, the resolution of those problems will be processed in one of the following two ways unless revised by a Partnering agreement:

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction problem and the Resident Engineer will be responsible for review and response within ten (10) calendar days (excluding weekends and Department observed holidays). The Resident Engineer will either concur with the proposed solution or, if the Resident Engineer has concerns, the issue will be escalated as described in the process below.
- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the Resident Engineer, and

send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten (10) calendar days (excluding weekends and Department observed holidays). The District Construction Office will either concur with the proposed solution or, if the Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.

- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays) to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar issue escalation process for their organization with personnel of similar levels of responsibility.

Should an impasse develop, the Dispute Review Board shall assist in the resolution of disputes and claims arising out of the work on the Contract.

VI. Design and Construction Criteria.

A. General:

The Design-Build Firm shall be responsible for: detailed plan checking as outlined in the Plans Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Roadway submittals may be broken down into grading, drainage, walls, signing & pavement marking, signalization, lighting and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this Project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design-Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated by the Design-Build Firm prior to receiving signed and sealed plans stamped "Released for

Construction” shall be at the sole risk of the Design-Build Firm.

All design and construction work completed under the Contract shall be in accordance with the United States Standard Measures.

B. Vibration and Settlement Monitoring:

The Design-Build Firm is responsible for evaluating the need for, design of, and the provision of any necessary precautionary features to protect existing structures from damage, including, at a minimum, selecting construction methods and procedures that will prevent damage. The Design-Build Firm shall submit for Department acceptance a Settlement and Vibration Monitoring Plan (SVMP) as part of the 90% plans submittal and update the SVMP throughout the Construction Period. The Design-Build Firm is responsible for establishing maximum settlement and vibration thresholds equivalent to or lower than the Department Specification requirements for all construction activities, including vibratory compaction operations.

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:

- Identify any existing structures that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels. The maximum vibration levels stated in specific existing structures shall not be exceeded.
- Identify any existing structures that will be monitored for settlement during the construction period.
- Establish the maximum settlement levels for the existing structures that must not be exceeded. The maximum settlement level stated shall not be exceeded.
- Identify any existing structures that require pre-construction and post-construction surveys.

The Department will perform the review of Vibration and Settlement submittals in accordance with Department Specifications.

C. Geotechnical Services

Driven Pile Foundations for Bridges – N/A

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum one number of successful load tests must be performed in representative locations of that area:

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

Spread Footings Foundations

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

Auger Cast Piles for Sound Barrier Walls

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the foundations, including diameter and lengths.
2. Constructing all auger cast piles to the required tip elevation and socket requirements, in accordance with the specifications.
3. Preparing and submitting an Auger Cast Pile Installation Plan for the Department's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the auger cast piles, both during construction and after submittal of the certification package.

D. Utility Coordination

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design-Build Firm's Proposal. The Design-Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and utility coordination practices,
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design-Build Firm's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations.
3. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build firm's plans.
4. Scheduling utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project.
7. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review, all Utility Agreements.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
12. Coordination with the Department on any issues that arise concerning

reimbursement of utility work costs.

The following Utility Agency/Owners (UA/O's) have been identified by the Department as having facilities within the Project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UA/O identified herein along with an identification of whether the UA/O or the Design-Build Firm will be responsible for performing the utility work.

SUMMARY OF CONCEPTUAL UTILITY WORK

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
Duke Energy –Distribution	UA/O performing work. Non reimbursable except where UA/O is there by subordinated easement.	N/A	Do not bid
Duke Energy – Transmission	UA/O performing work. Non reimbursable except where UA/O is there by subordinated easement.	N/A	Do not bid
Pasco County Utilities	UA/O performing non-reimbursable utility work.	N/A	Do not bid
TECO Peoples Gas	UA/O performing non-reimbursable utility work.	N/A	Do not bid
Bright House Networks	UA/O performing non-reimbursable utility work	N/A	Do not bid
Verizon Florida	UA/O Performing non-reimbursable utility work	N/A	Do not bid
Tampa Bay Water	UA/O performing work. Non reimbursable except where UA/O is there by subordinated easement.	N/A	Do not bid

The Department has conducted limited advanced utility coordination with the UA/O's listed above. Information pertaining to this coordination is included in the Reference Documents under "Advanced Utility Coordination Documentation".

For a reimbursable utility relocation where the UA/O desires the work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedule (obtained by the Design Build Firm) and permit, and bill the Department directly.

The relocation agreements, plans, work schedules and permit application are to be forwarded to the Department for review by the Department's Construction Manager. The Department's Construction Manager only reviews the documents and is not to sign them. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the Online System Permitting (OSP) system.

The Contractor shall take special precautions when working in the vicinity of the existing Tampa Bay Water 42 inch Prestressed Cylindrical Concrete Pipe which crosses SR 54 at approximately STA 1815+20. Vibratory rolling shall not be used within 100 feet of either side of the pipeline. Other means such as static rolling shall be used.

E. Roadway Plans:**General:**

The Design-Build Firm shall prepare the Roadway Plans Package. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

Design Analysis:

The SR 54 design speed shall be 55 mph for Stations 1762+75 to 1769+80 and 1973+50 to 1977+86.10 and 60 mph for 1769+80 to 1973+50 (Stationing from FP ID 421140-7).

The first typical section on SR 54 (Station 1762+75.00 to 1769+80.00) shall include widening the westbound outside lane and shoulder to match the existing section constructed under FPID 426379-1-58-01 up to Meadowbrook Drive. For the eastbound side, widen to add a dedicated right turn lane for the approach to Meadowbrook Drive. In addition to the widening, the work shall include milling and resurfacing all existing lanes and shoulders, correcting cross slope or superelevation with overbuild, shoulder treatment, grassing, new sidewalk and ditch. The median shall be re-graded and sodded. The second typical section begins at Meadowbrook Drive and continues to the end of the project (Station 1769+80.00 to 1977+86.10). This section shall include widening the eastbound and westbound lanes from four lanes to six lanes within the median. The median shall be re-graded and sodded. The work also includes milling and resurfacing all existing lanes and shoulders, correcting cross slope or superelevation with overbuild, shoulder treatment, new sidewalk on both sides of the roadway, ditch and grassing.

Add a continuous five foot wide sidewalk on both sides of the roadway, preferably as close to the right of way as practical. The use of boardwalk shall be avoided to the maximum extent possible. The use of boardwalk may be used to traverse floodplains where floodplain impacts cannot be compensated for within the existing Right-of-Way. If boardwalk is required, justification shall be included in the design documentation. The justification shall discuss alternatives and demonstrate that the boardwalk is required and no other option is viable. The boardwalk elevation shall provide 4-foot clearance between the existing ground and the low member of the boardwalk, excluding the transition between the end bent and second supporting post, to allow for the future maintenance of the area below the boardwalk. Through the environmental permitting process, the Design-Build Firm shall ensure that the areas under any boardwalk and/or any areas necessary for maintenance access of the boardwalk do not require additional actions and/or place any restrictions on the Department's future maintenance activities. Boardwalk shall not be located within the limits of clear sight as defined by Standard Index 546. Driveways shall be treated as minor roads for the purposes of determining the required limits of clear sight. The Design-Build Firm shall prepare a sidewalk matrix and related deliverables in accordance with the District Seven Sidewalk Location Justification Memo dated July 25, 2011 in addition to standard criteria. The memo and matrix spreadsheet have been included in the RFP Package. The Design-Build Firm shall be responsible to prepare the minimum elements/deliverables based on the memo and submit with the 90% plans submittal. The Design-Build Firm shall provide sidewalk connections, and where sidewalks exist, replace sidewalk where damaged, cracked or non ADA compliant. Sidewalk must be constructed to fill missing gaps and transitioned to match existing sidewalk for continuity along the mainline and side streets within the right of way.

The Design-Build Firm shall provide 1:6 front slopes within the clear zone according to criteria.

The Design-Build Firm shall provide bike lanes on paved shoulders and within key holes at exclusive right turn lanes. Five foot paved shoulders shall be provided for a continuation of the bike lanes where they do not exist.

The Design-Build Firm shall verify roadside shoulders that display erosion or damage due to construction, and design/construct for applicable shoulder treatment throughout the project limits.

The Design-Build Firm shall verify that all horizontal clearance requirements are achieved, and design guardrail and end treatments to the current standard for this facility. Guardrail may also need to be replaced at shoulders in order to provide bike lanes and sidewalk in accordance with standards.

The Design-Build Firm shall remove all pavement markings that will conflict with the adjusted vehicle or pedestrian paths. Remove conflicting pavement markings utilizing a method will not damage the surface texture of the pavement; however milling and resurfacing within the entire area of conflicting pavement markings will need to be completed at the end of the construction efforts to replace the section of pavement. Construction limits for removal of conflicting markings at the west end of the project extend back to Station 1747+00. Construction limits at the east end of the project extend to Station 1980+00.

Any deviation from the Department's design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. If a Design-Build Firm requests a Design Variation or Design Exception, it must be discussed prior to the submission of the Proposal. All such Design Variations and Design Exceptions must be approved or disapproved prior to the submission of the Proposal and such Design Variations and Design Exceptions will be disclosed to all the Design-Build Firms.

The following Design Variations have been Conditionally Approved (see Reference Documents):

1. Shoulder Width; Recommend to retain 10 foot outside shoulders from Sta. 1762+75 to Sta. 1977+60 LT/RT.
2. Front Slopes; Recommend up to 1:4 slopes from Sta. 1762+75 to Sta. 1977+80 LT/RT.
3. Back Slopes; Recommend up to 1:2 slopes when outside the clear zone at the Stations/MP below:

1779+00 (4.169) to 1787+40 (4.328)
1788+00 (4.340) to 1793+50 (4.444)
1857+50 (5.656) to 1858+50 (5.675)
1921+50 (6.868) to 1924+00 (6.916)
1924+00 (6.916) to 1927+00 (6.972)
1927+00 (6.972) to 1928+60 (7.003)
1958+50 (7.569) to 1960+50 (7.607)
1963+00 (7.654) to 1966+60 (7.722)
1969+00 (7.768) to 1970+40 (7.794)
1970+40 (7.794) to 1972+60 (7.836)
1972+60 (7.836) to 1975+70 (7.895)
1975+70 (7.895) to 1977+60 (7.931)
1804+50 (4.652) to 1805+40 (4.669)
1805+40 (4.669) to 1807+20 (4.703)
1813+60 (4.825) to 1815+00 (4.851)

1839+00 (5.306) to 1842+60 (5.374)
1844+50 (5.410) to 1855+00 (5.609)
1885+80 (6.183) to 1899+00 (6.442)
1958+50 (7.569) to 1964+50 (7.683)

The awarded team shall re-submit the Design Variations for Department approval with specific locations and additional support documentation based on the extensive review of the crash history as detailed in the long form crash data.

As part of the improvements on SR 54 at Meadowbrook Drive, the Design-Build Firm is required to provide offset left turn lanes for both the eastbound and the westbound approaches. In addition, a dedicated right turn lane will be required on SR 54 for the south leg, eastbound approach to Meadowbrook Drive. The right turn lane length shall meet minimum 100 feet queue length in addition to meeting criteria based on the design speed for deceleration length. Meadowbrook Drive shall be widened on the south side of the intersection to provide a northbound combination through-left and right turn (See Conceptual Signalization Plan included with the RFP package). The right turn lane length on Meadowbrook Drive shall meet minimum 50 feet queue length in addition to meeting criteria based on the design speed for deceleration length.

Where existing pavement is widened, the widening structural course top lift shall extend one foot horizontally into the existing pavement section. Additional milling of the existing pavement may be required to achieve the one-foot of structural course overlap.

The project opening Average Annual Daily Traffic (AADT) year shall be 2015 and the design year shall be 2035. Design Criteria shall be "New Construction/Reconstruction".

The Design-Build Firm shall use the Typical Section Package and Pavement Design Packages included in the RFP package. The Design-Build Firm shall develop and submit the Drainage Analysis Report for review and concurrence by the Department.

1. Drainage Analysis:

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the district Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

The exact number of drainage basins, outfalls, cross drains and water management facilities (retention/detention areas, weirs, etc.), floodplain compensation sites, and Impaired Water Body and Outstanding Florida Waters designations shall be the Design-Build Firm's responsibility.

The objective is to obtain approved stormwater design that addresses water quality treatment, water

quantity attenuation, floodplain impacts and conveyance systems. This service shall include, but is not limited to the following.

Any proposed drainage shall comply with the previously permitted design, FPID 256339-1-52-01 and the associated water management permits. The Design-Build Firm shall be completely familiar with all existing permits affecting the roadway. It should be noted that the Southwest Florida Water Management District (SWFWMD) Individual Permit 4316251.00 for FPID 256339-1-52-01 addressed water quality treatment for future widening to six-lanes (Exhibit C). The Design-Build Firm shall incorporate the permitted facilities into their design. The Design-Build Firm shall strive to avoid impacts to permitted water management facilities and floodplains along the project corridor. Impacts to water management facilities and floodplains that cannot be avoided must be minimized and compensated for by the Design-Build Firm within the existing Right-of-Way. The Design-Build Firm shall be responsible for obtaining all permits and permit modifications affecting existing facilities.

It should be noted that:

- The design in the Environmental Resource Permit for General Construction 44016251.011 was not constructed.
- The Environmental Resource Permit for General Construction 44016251.013 was constructed and extends into the beginning of this project.
- The Environmental Resource Permit Letter Modification 44016251.012 includes some drainage elements that were constructed at the intersection with Ballantrae Boulevard.

The Department has one (1) active Flood Investigation number 1406032008408 near the project. The Design-Build Firm shall be familiar with all drainage and flooding issues along the project. This includes, but is not limited to, reviewing Flood Data Investigations, coordination with District Maintenance and reviewing Drainage Connection Permits adjacent to the project. The Design-Build Firm shall provide a design that does not aggravate or create any flooding issues along the project.

The Design-Build Firm shall prepare the design and generate construction plans documenting the permitted systems function to criteria. The Design-Build Firm's Drainage staff is encouraged to assist in development of the Sidewalk Matrix.

Inclusion of minor losses shall be included in the computation of the design hydraulic gradient for all storm drain systems. The minimum Manning's n value of 0.012 shall be used in the computation of all storm drains. All pipe dimensions shown in the construction plans shall be the inside diameter and shall correspond with the dimensions in the storm drain hydraulic analysis. Storm drain systems shall be designed and constructed to accommodate the Future Configuration. The runoff from all bridge ends shall be collected by inlets to eliminate flowing from the roadway pavement to the embankment.

Shoulder gutter limits shall match guardrail limits at a minimum, where embankment slopes are steeper than 1:4 and at bridge ends where concentrated runoff flow from the bridge deck would otherwise run down the fill slope. Refer to Figure 3-4, in the 2012 FDOT Storm Drain Handbook for the shoulder gutter typical section. Erosions mats shall be provided on all slopes steeper than 1:3.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate, they shall be replaced or supplemented in accordance with the drainage requirements of this RFP. Only pipe liner as specified in Standard Specifications Section 431-4-3 shall be allowed for pipe repair.

Except where in conflict with the Design-Build Firm's proposed design, the measures in the Existing Cross Drain Table below shall be included in the project. Structure numbers refer to the existing structure numbers shown on the Conceptual Design Plans. Any design that changes the ground slope at the ends of pipes shall require new end section treatments to meet FDOT Design Standards.

Existing Cross Drain Table

Cross Drain	Station	Size & Type	Side	Minimum Measure Required
44 & 46	1779+28	5' X 4' CBC	LT/RT	De-silt entire length of culvert.
49 – 51	1787+68.3	30" RCP	LT/RT	De-silt entire length of culvert.
79 & 80	1828+19	(2) 30" RCP	LT/RT	De-silt entire length of culvert.
82 – 84	1839+07.4	30" RCP	LT/RT	De-silt entire length of culvert.
92 & 93	1858+19	30" RCP	LT/RT	De-silt entire length of culvert.
108 & 109	1885+69	24" RCP	LT/RT	De-silt entire length of culvert.
128 & 129	1919+03	48" RCP	LT/RT	De-silt entire length of culvert.
132 – 134	1925+89.5	24" RCP	LT/RT	De-silt entire length of culvert & rubble per Conceptual Plans.
136 – 138	1931+86.6	19" X 30" ERCF	LT/RT	De-silt entire length of culvert & rubble per Conceptual Plans.
149 & 150	1952+80	(2) 30" RCP	LT/RT	De-silt entire length of culvert.
157 & 158	1963+57.5	24" RCP	RT	De-silt entire length of culvert.
158 & 159	1963+57.5	18" RCP	LT	De-silt entire length of culvert.
162 – 164	1968+83	42" RCP	LT/RT	De-silt entire length of culvert.

Jack and bore and micro-tunneling casing pipes can be utilized as a carrier pipe in accordance with the following criteria:

- The casing shall extend the entire length from drainage structure to drainage structure. The entire length of the casing run from drainage structure to drainage structure shall have a uniform diameter, wall thickness and material type.
- The casing shall meet Standard Specification Sections 556-2.1 and 556-4.2, which require any welded joints to be air tight. Air pressure test(s) shall be required for each casing run.
- Casing welds shall be inspected utilizing the magnetic particle test and an ultra sound test.
- Casing wall thickness calculations which support the jack and bore or micro-tunneling operation shall be provided. These calculations shall consider, at a minimum, the fill height over the casing and any installation requirements.
- A pitting analysis and soil boring(s) at each location shall be provided as part of the casing pipe service life estimator calculations.
- Structure to structure liners (Standard Specification Section 431-4.3) shall be required if completed casing welds are determined to not be air tight.
- The Department shall require a two-year warranty if the casing is used as a carrier pipe.
- Video inspection shall be required at the completion of each casing installment.

Class V concrete pipe shall be required for jack and bore and micro-tunneling operations that utilize concrete pipes.

The Design-Build Firm shall consider optional culvert materials in accordance with the Department's Drainage Manual Criteria and the following:

The minimum RCP class shall be Class II. The minimum HDPE pipe class shall be Class II. The Design-Build Firm shall only use the optional pipe materials tabulated for a given structure and the documentation supporting the optional pipe material including the Culvert Service Life Estimator Program analysis shall be submitted to the Department with the 90 percent plan submittal. Pipe material type installed on the projects shall be indicated on the Summary of Drainage Structures Sheets. The Design-Build Firm shall only use one type of pipe material on pipe runs between drainage structures.

A2000 PVC (ASTM F 949) shall not be used in areas exposed to direct sunlight for extended periods of time, such as above ground, unshaded installations, endwalls, and mitered end sections. Additional requirements are as follows:

- a. PVC pipe shall be manufactured from PVC compound having no less than 1.0 part of Titanium Dioxide per 100 parts of PVC resin, by weight.
- b. PVC pipe shall be installed within 2 years from the date of manufacture.

In the event of a leak at a pipe joint, hydrostatic calculations shall be submitted by the Design-Build Firm to demonstrate that the joint(s) are water tight per FDOT Standard Specifications. Field measurement of the ground water elevation shall be required at the location of the leak to perform the required calculations.

All precast storm sewer manholes and inlets shall have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals.

Masonry sealing of pipe connections will be allowed where the pipe to drainage structure connections meet any of the conditions listed below. The Design-Build Firm shall submit the supporting documentation which provides the justification for elimination of the resilient connectors to the Department's District Drainage Engineer for review and approval. Justification shall include a demonstration that avoidance of the following conditions is not practical. The conditions where resilient connectors will not be required are as follows:

- a. The pipe skew angle at the connection to the drainage structure is greater than 15 degrees, in either the horizontal or vertical direction.
- b. The drainage structure and all connections fall outside the 1:2 roadway template control line for the Future Configuration as per Standard Index 505.
- c. The remaining beam height of the single precast unit, from the top of that segment to the crown of selected pipe, is less than 8 inches.
- d. Where elliptical pipes are specified on the plans.

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15)

calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be an As-built set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data. The Drainage Design Report shall include, at a minimum, the following items:

- Comprehensive narrative with a clear description of the overall stormwater management system.
- Existing conditions drainage pattern discussion and existing drainage map
- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions
- Tailwater conditions and supporting documentation
- Design criteria
- Cross drain analysis
- Floodplain/floodway encroachment and compensation analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, including ICPR (or equivalent software) input and output
- A link-node diagram for the existing and proposed drainage conditions overlaid on contoured aerial photography shall be provided for all modeling. The diagram shall include, at a minimum, names, link names, and overall drainage divides and areas.
- The drainage areas, Tc, CN, and other supporting data
- Control structure analysis, including skimmer and bleeder calculations
- Hydraulic spread calculations including grate capacity.
- Storm Tabulations in FDOT format to ensure pipes are sized adequately.
- Ditch conveyance analysis
- Pavement drainage analysis (sheet flow, gutter flow, hydroplane, special gutter grades)
- Culvert service life analysis
- Structure and liner flotation analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

All calculations shall require District Drainage Engineer approval to ensure the drainage design meets all Department criteria. The drainage documentation shall not reference any previously prepared design documentation or existing permit information as substituting support for the Project design. All pertinent

information from any previously prepared information by others shall be incorporated into the corresponding sections of the Project design documentation. An attachment of entire previously prepared documents will not be accepted.

The drainage documentation shall include a discussion which clearly states how the Project design is consistent with the previously permitted condition. Where the Project design is not consistent with the previously permitted condition, the documentation shall clearly describe the location of the change, the nature of the change and the permitting activities required to address the change. An existing basin map shall be provided at the beginning of the supporting documentation for each SMF design, showing the boundaries with areas of the permitted conditions for all basins. The maps shall include an aerial background, basin divides, basin areas, permitted SMFs identified with control elevation, DHW, permit number, and outfall location. Similarly, basin maps shall be provided for the projects proposed conditions.

Drainage Plans shall include, at a minimum, the following items.

- Drainage Map and Regional Drainage Map
- Summary of Drainage Structures
- Optional Pipe Materials Sheet
- Roadway Plan / Profile Sheets (include all drainage structures)
- Drainage Structure Sections
- SMF and FPC Sheets (Plan, Typical Section, Control Detail)
- Lateral Ditch Plan / Profile if needed
- Lateral Ditch Cross Sections if needed
- Drainage Detail Sheets

F. Geometric:

The Design-Build Firm shall design the geometric for the Project using the design standards that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document.

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design-Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

G. Design Documentation, Calculations, and Computations:

The Design-Build Firm shall submit to the Department design documentation, notes, calculations, and computations to document the design conclusions reached during the development of the construction plans.

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the

Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the As-built set of plans and tracings.

The design documentation, notes, calculations and computations shall include, but not be limited to the following data:

1. Design Standards used for the Project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits

H. Structure Plans:

1. The Design-Build Firm is solely responsible for assessing existing conditions; presenting design or engineering solutions, and defining means and methods for complying with the requirements of this project.
2. All plans and designs shall be prepared in accordance with the Governing Regulations. The plans and designs shall be accurate, legible, complete, drawn to appropriate scale and furnished in reproducible form to the Department.
3. The Design-Build Firm shall design and construct the following structure:
 - a. Signal structures at Meadowbrook Dr., Fire Station No. 37, and Oakstead Blvd.
 - b. Gravity wall / retaining wall as required for providing sidewalk at back or right-of-way. Geotechnical studies shall be conducted to determine the stability of all walls on fill slopes.
4. **Design Analysis:**
 - a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
5. **Criteria**

The Design-Build Firm shall incorporate the following into the design of this facility:

- a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.
- b. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such

component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

c. Alternate materials for the use of backfill of MSE walls shall not be permitted. MSE Wall Backfill shall meet the requirements of FDOT Standard Specification.

I. Specifications:

Department Specifications may not be modified or revised. The Design-Build Firm shall also include all Technical Special Provisions, which will apply to the work in the Proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

Before construction activities can begin, the Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

The website for completing the training is at the following URL address:

<http://www2.dot.state.fl.us/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx>

Specification Workbooks are posted on the Department's website at the following URL address:

<https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecificationspackage%2fDefault.aspx>.

The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the Proposal phase, may require a contract cost modification as a condition of approval.

Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the reviewer.

Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package, subject to the same process for submittal, review, and, release for construction, as described above, for the original Construction Specifications Package. Construction work affected by Supplemental Specifications Packages shall not begin until stamped "Released for Construction" Supplemental Specification Package is obtained.

To work at risk, the Design-Build Firm must submit signed and sealed specifications and can begin working prior to the Department's Project Manager providing stamped "Release for Construction" specifications. The Design-Build Firm shall notify the Department five (5) days prior to starting work at risk. All work that the Design-Build Firm performs in advance of the Department's release of Specifications will be at the Design-Build Firm's risk.

J. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR), and Specialty Engineer as appropriate. The Department shall review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the Design-Build Firm. The Departments procedural review of shop drawings is to assure that the Design-Build Firm's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Departments review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp "Released for Construction" or "Released for Construction as noted" and initialed and dated by the reviewer.

Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.

K. Sequence of Construction:

The Design-Build Firm shall construct the work in a logical manner and with the following objectives as guides:

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access right-of-way where direct access is not permitted.
5. Proper coordination with adjacent construction Projects and maintaining agencies.

L. Stormwater Pollution Prevention Plans (SWPPP)

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the Department's Project Development and Environment Manual and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. The SWPPP and the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES**) shall be submitted for Department review and approval. Department approval must be obtained prior to beginning construction activities.

M. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular traffic during all phases of construction. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times and must not impact adjacent properties.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual.

Transportation Management Plans (TMPs) are required for significant Projects which are defined as:

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts.
2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

For significant Projects a TMP will consist of three components:

- (1) Temporary Traffic Control (TTC) plan component;
- (2) Transportation Operations (TO) component; and
- (3) Public Information (PI) component

Additional information can be found in Chapter 10 of the PPM.

1. Temporary Traffic Control Plans:

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design-Build Firm shall prepare plan sheets, notes, and details to include the following: typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), traffic control plan sheet(s).

The Design-Build Firm shall prepare additional plan sheets such as cross sections, profiles, drainage structures, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

2. Traffic Control Restrictions:

There will be NO LANE CLOSURES ALLOWED between the hours of **6_AM** to **9_PM**. Double lane closures will not be allowed. A lane may only be closed during active work periods. Pacing Operations will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Public information officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

NO LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts to the following events: N/A

Any detours shall be included in the Temporary Traffic Control Plan and approved by the Department. The Design-Build Firm shall obtain written approval from local agencies for detours that utilize or otherwise impact roadways that are under jurisdiction of those local agencies.

N. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for a time extension or additional compensation. As the permittee, Department is responsible for reviewing, approving, signing, and submitting the permit application package including all permit modifications, or subsequent permit applications.

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Permit Office. The Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with “exclusionary fencing” shall be reviewed and approved by the Department. The Design-Build Firm shall submit an “exclusionary fencing” plan for review prior to any “exclusionary fencing” installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the “permittee”, the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Permit Office. If FWC rejects or denies the permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation

phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned right of way (i.e. utility easements; license agreements) cannot be obtained with the Department as the "permittee", per FWC requirements. Should permits in areas outside of the right of way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

The following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

1. Cultural Resources
2. Wetlands and Mitigation
3. Wildlife and Habitat

O. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria.

Pavement markings on asphalt surfaces shall be thermoplastic (per Standard Specifications Section 711). Special emphasis cross walks at signalized intersections to cross all legs and at unsignalized intersections to cross minor streets along the corridor shall be provided in preformed tape. Bicycle lane messages (bicycle symbol and arrow) shall be in preformed tape. Left-turn lanes along SR 54 shall be developed to provide positive offset as physically as possible. When left-turn lanes are not immediately adjacent to the through lanes and are separated with an offset from through lanes without a physical barrier, the separation shall be channelized with 8" white edge line and 18" white chevrons spaced at 20 ft apart. The Design-Build Firm shall not reuse any existing sign without prior written permission from the Department. At the time of final acceptance, any reused sign assembly shall be damage free and shall meet the current standards.

Advance street name signs for Meadowbrook Drive, Oakstead Boulevard and Land O' Lakes Boulevard shall be provided approaching the signals along SR 54. These advance street name signs shall be located outside the clear zone.

P. Lighting Plans:

The Design-Build Firm shall prepare LED lighting plans throughout the project limits in accordance with Department criteria. Light poles shall be conventional FDOT poles and no screw type light pole foundations will be allowed. Lighting shall ensure to properly light any pedestrian crosswalks/walkways, bicycle facilities and roadway including signalized intersections. The signalized intersections shall be lighted at least up to the radius returns along side streets away from the SR 54 without creating any dark or bright spots. The Design-Build Firm shall follow requirements for LED lighting included in the specifications.

Q. Signalization and Intelligent Transportation System Plans

1. General

The Design-Build Firm shall prepare Signalization in accordance with Department criteria.

Existing signals at Ballantrae Boulevard and Sunlake Boulevard shall be modified to accommodate signal head per lane criteria. A new box span structure shall be installed at Meadowbrook Drive. Existing signal structures at Fire station Number 37 and Oakstead Boulevard shall be replaced with box span structures and provide additional signal heads to meet signal head per lane criteria. Signal heads shall be far side placement on all box span structures. The fire station signal cabinet shall be connected to the fire station building to manually activate signal preemption. Provide overhead LED internally illuminated street name signs with block numbers for all approaches and LED count down pedestrian signals for pedestrian crossings at Oakstead Boulevard. Pedestrian and vehicular clearance timing shall be adjusted to meet criteria from 2009 MUTCD and Section 3.6 of the FDOT Traffic Engineering Manual for all signals within the project limit. Signal interconnect consisting of 4" HDPE outer duct with three 1" HDPE inner ducts shall be provided connecting existing interconnect pull box just northwest of Meadowbrook Drive to Land O' Lakes Boulevard along SR 54. Single mode 48-count fiber optic run shall be provided for signal interconnect from Meadowbrook Drive to Land O' Lakes Boulevard. At the western end of the project, fiber shall be spliced to existing fiber and terminate the new fiber at Land O' Lakes Boulevard. Splice vaults shall be provided at every signalized intersections and utilize single mode 12-count fiber to connect to the signal controllers. Fiber optic pull boxes shall be provided at every 800ft interval along the interconnect runs. Splice vaults and pull boxes for signal interconnect shall have 'FIBER OPTIC' engraved on the lid.

The construction plan sheets shall be in accordance with Department requirements and include, but not be limited to the following:

- Pedestrian signal/detector shall include two separate conduits, one for pedestrian signal cable (high voltage) and the other for pedestrian detector (low voltage)
- Separate conduit and pull box at each corner of the signalized intersection is required for video detection
- Signal head per lane (this includes through, left, and right lanes) shall be provided. At protected/permissive left-turn movements, a 4-section head, with flashing yellow left-arrow, centered over left-turn lane shall be provided. Additionally, a 4-section head, with flashing yellow right-arrow, centered over right-turn lane shall be provided. When a right-turn lane is present at a signalized intersection, plans shall show right-turn overlap in the SOP.
- Future protected/permissive 4-section signal heads shall be accounted when designing signal structures for single left-turn lanes with permissive only mode in the proposed condition.
- At approaches with only a single through lane, two signal head indications shall be provided for the through lane
- Signal pull boxes at the corner of signal controller cabinet shall be minimum of 17" wide and 30" long
- Face of pedestrian detector shall be parallel to the associated crosswalk
- All overhead street name signs shall be LED edge lit signs.
- Mast Arms shall not be allowed for this project.
- New and existing signal modifications shall be far side placement, box span structures.
- At signalized intersections where offset left turns are provided, additional connectors shall be provided to accommodate future signal heads for dual left turning operation if the

side street consists of two or more receiving lanes. Signal structures shall be designed to accommodate future additional loading due to the dual left turn operation.

Two traffic monitoring sites (Count station # 14-5600 and 14-5601) shall be reconstructed with new equipment and cabinet. Exact location of traffic monitoring sites shall be coordinated with District 7 Traffic Counts Coordinator at 813-975-6413.

The Design-Build Firm shall detail existing Signalization equipment and report which devices will be removed, replaced, or impacted by project work.

R. Landscape Design

It is the intent of this work item to preserve the opportunity to provide for significant landscape planting areas within the Project limits that meet the intent of FDOT Highway Beautification Policy. The landscape design shall adhere to the FDOT Highway Beautification Policy with the intent of creating a unified landscape theme for the project.

The Design-Build Firm that is awarded this project shall provide the necessary site inventory and site analysis and shall prepare a "Landscape Opportunity Plan" (Opportunity Plan) as part of the roadway plan set. The Landscape Opportunity Plan shall consider the Design-Build Firm's proposed roadway improvements, utilities, setbacks and clear zone dimensions, community commitments and other Project needs in identifying future landscape planting areas. Landscape opportunity areas should be preserved in accordance with the Departments "Bold" initiative.

The Opportunity Plans shall include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Vegetation disposition depicting existing plant material to be removed, relocated or to remain.
3. Wetland jurisdictional lines.
4. Proposed drainage retention areas and easements.
5. Proposed utilities and existing utilities to remain.
6. Graphically depicted on-site and off-site desired or objectionable views.
7. Locations of landscape opportunity planting areas in a bubble format which identifies various vegetation groupings in a hatched or colorized manner. Examples are: "trees/palms/shrubs", "shrubs only", "buffer plantings", etc.
8. Provided and labeled applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO, FDOT and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines
9. Identified outdoor advertising locations, owners and contacts and shown 1000 ft. view zone.
10. Indicated potential area(s) for wildflower plantings.

The Opportunity Plan shall match the scale and format used for the proposed roadway sheets. Should this format not convey design intent that is clearly legible, an alternate format may be considered.

Landscape construction documents and landscape installation are not included in this contract and shall be provided by others.

Disciplines that will have greatest impact to preserving landscape opportunities include environmental, drainage, utilities, signing, lighting and ITS. The DBLA shall identify potential conflicts relating to preserving opportunity landscape areas and provide suggested resolutions to preserve them. If conflicts

cannot be resolved by the Design-Build Firm and the DBLA, they shall be discussed with the Department's Project Manager and District Landscape Architect for coordination and resolution.

The DBLA shall research and confirm any legally permitted outdoor advertising billboard (ODA) within 1,000-feet of the Project limits. The ODA sign(s) and 1,000-feet maximum vegetation protection zone limit shall be indicated on the plans. The Design-Build Firm's Landscape Architect shall provide a copy of all correspondence and attachments to the Department's District Landscape Architect.

The DBLA shall conduct a visual survey of existing vegetation within and adjacent to the right-of-way of the project. General locations of existing vegetation that will remain after roadway and associated improvements are completed shall be shown with notations of general plant species in each location on the Opportunity Plan. DBLA shall identify proposed buffer areas as needed.

The DBLA shall meet with the District Landscape Architect prior to the beginning of work for the purposes of coordination and to discuss adherence to the Highway Beautification Policy.

No proposed planting areas indicated on the Opportunity Plan can occur in: federal and/or state jurisdictional wetlands or other surface waters; within open water bodies; in the bottom of stormwater management facilities; or use obligate wetlands or facultative wetland species within 25 feet of the seasonal high water of wetlands or other surface waters. Limited plantings may occur on the slopes and bottom of stormwater management facilities once coordinated with the District EMO office, District Drainage Engineer and the District Landscape Architect. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and ITS design and engineering services relating to the Project.

The design of the new system shall integrate with the existing devices. The design shall include the necessary infrastructure and components to ensure proper connection of the new sub-systems. This shall include but not be limited to all proposed sub-systems of this project as well as existing sub-systems that remain or are re-deployed as the final project.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all Signalization and ITS construction and integration services relating to the Project.

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The times and dates of tests must be accepted in writing by the FDOT Project Manager. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or designated representative.

VII. Technical Proposal Requirements:

A. General:

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal. The Proposal shall include sufficient information to enable the Department to evaluate the capability of the Design-Build Firm to provide the desired services for the Project.

B. Submittal Requirements:

A copy of the written Technical Proposal must be submitted in .pdf format including bookmarks for each section on a CD. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Submit one (1) Original, seven (7) CD's, and seven (7) copies of the Technical Proposal to:

John Ellis
11201 N. McKinley Drive
Tampa, FL 33612

The minimum information to be included:

Section 1: Written Technical Proposal

Paper size: 8½" x 11". The maximum number of pages shall be two (2), single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. Larger sheets are prohibited.

- **Approach and Understanding of the Project:**

Present a plan for completing the specified work. The plan should address all significant design and construction issues and constraints and should demonstrate efficient use of manpower, materials, equipment, construction schemes, and techniques for completing the project. Coordination with the Department on public involvement, railroad encroachments, and affected utilities shall also be discussed in this section.

- **Staffing:**

- Contractor Name & Applicable Prequalification Work Classes:
- Construction Project Manager:
- Construction Design-Build Coordinator
- Construction Roadway Superintendent:
- Construction Drainage Superintendent:
- Proposed Subcontractor Name(s):
- Consulting Engineer Name and Applicable Prequalified Work Types:
- Subconsultant Name(s) and Applicable Prequalified Work Types:
- Design Project Manager:
- Design Roadway Engineer of Record:

- Design Drainage Engineer of Record:
- Design Traffic Engineer of Record:
- MOT Certified Designer:
- Specification Package Technician:

- Registered Landscape Architect

- **Responsible Office:**

Design-Build Firms being considered for this Project may have more than one office location. The office assigned responsibility for the work shall be identified in the Technical Proposal. If different elements of the work will be done at different locations, those locations shall be listed.

Section 2: Plans and Technical Special Provisions

- Paper size: 11" x 17". The maximum number of plan sheets shall be thirty-five (35).
- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual, except as modified herein. Submit the following sheets as a minimum:
 1. Key Sheet
 2. Plan Sheets
 3. Cross Sections
- The Plans shall complement the Project Approach.
- Provide 11"x17" signal design layouts for proposed signals showing signal structure locations, signal head locations, stop bar and lane lines. Maximum number of sheets shall be two (2). (Not included with Proposal Plans sheet count).
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11". Maximum number of sheets shall be six (6).

C. Evaluation Criteria:

The Department shall open all Bids received at a public Bid opening on the date found in Section II of this RFP. The Technical Review Committee will review the Technical Proposal of the Lowest Bidder. The Technical Review Committee will then establish if the Technical Proposal of the Lowest Bidder is responsive or non-responsive based on the criteria described in this RFP. If the Proposal is responsive, that Design-Build Firm will be awarded the Project. If the Proposal is found to be non-responsive, the Technical Review Committee will review the Technical Proposal of the next Lowest Bidder and establish if the Technical Proposal is responsive or non-responsive based on the criteria described in this RFP, and so on.

D. Final Selection Process:

The Project shall be awarded to the responsive Bidder with the lowest Price Proposal.

VIII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum Price for the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

John Ellis
11201 N. McKinley Drive
Tampa, Fl. 33612

The package shall indicate clearly that it is the Bid Price Proposal and shall identify clearly the Proposer's name, and Project description. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Bid Price Proposals.